

**AMENDMENTS TO THE CLAIMS**

**This listing of claims will replace all prior versions and listings of claims in the application:**

**LISTING OF CLAIMS:**

1. (Currently Amended) A pneumatic tire comprising:  
  
a tread portion divided into a central region and both side regions,  
  
at least one rib-shaped main land part formed in the central region and extending substantially in parallel to an equatorial plane of the tire,  
  
a plurality of main slant grooves extending obliquely from the central region toward each tread end of the tread portion with respect to the equatorial plane to form first slant land parts among these main slant grooves,  
  
in which each first slant land part has a plane form of approximately a triangle gradually increasing a width of the land part from a side of the equatorial plane toward a side of the tread end,  
  
and a first auxiliary land part having such a slope that a height of the land part gradually decreases toward a groove bottom of the main slant groove is arranged between the rib-shaped main land part and the main slant groove, wherein:  
  
~~a main slant groove wall and the slope of the first auxiliary land part are continuous in a circumferential direction of the tire joins the groove walls of the main slant groove; and~~  
  
the rib-shaped main land part is integrally united with the first slant land part.
2. (Cancelled)

3. (Original) A pneumatic tire according to claim 1, wherein at least one first circumferential fine groove extending substantially in parallel to the equatorial plane is arranged in the rib-shaped main land part.

4. (Original) A pneumatic tire according to claim 3, wherein the first circumferential fine groove has a sectional shape that a groove width becomes wide at a position of the groove bottom and becomes narrow at a position of a ground contact face of the tread portion.

5. (Original) A pneumatic tire according to claim 4, wherein the first circumferential fine groove has a sectional shape of approximately a conical flask.

6. (Original) A pneumatic tire according to claim 1, wherein a plurality of slant sub-grooves each extending obliquely from the side region of the tread portion toward the tread end with respect to the equatorial plane are arranged to form second slant land parts among these slant sub-grooves in which a land width gradually increases toward the tread end.

7. (Original) A pneumatic tire according to claim 6, wherein the first slant land part is integrally united with the second slant land part.

8. (Original) A pneumatic tire according to claim 6, wherein a second auxiliary land part having such a slope that a land height gradually decreases toward the groove bottom of the slant sub-groove is arranged between the first slant land part and the slant sub-groove.

9. (Previously Presented) A pneumatic tire according to claim 6, wherein a circumferential fine groove extending substantially in parallel to the equatorial plane is arranged at a boundary between the first slant land part and the second slant land part, wherein:

said circumferential fine groove has a sectional shape such that a groove width becomes wide at a position of the groove bottom and becomes narrow at a position of a ground contact face of the tread portion.

10. (Original) A pneumatic tire according to claim 9, wherein a first joint land part connecting the first slant land parts to each other and having an extremely narrow width is arranged along a groove wall of the second circumferential fine groove facing to the side of the equatorial plane and a third auxiliary land part having such a slope that a land height gradually decreases toward a groove bottom of the main slant groove is arranged between the first joint part and the main slant groove.

11. (Previously Presented) A pneumatic tire according to claim 1, wherein an angle between the ground contact face of the rib-shaped main land part and the slope of the first auxiliary land part is within a range of 135-170°.

12. (Previously Presented) A pneumatic tire according to claim 8, wherein an angle between the ground contact face of the first slant land part and the slope of the second auxiliary land part is within a range of 135-170°.

13. (Previously Presented) A pneumatic tire according to claim 10, wherein an angle between the ground contact face of the first joint part and the slope of the third auxiliary land part is within a range of 135-170°.

14. (Previously Presented) A pneumatic tire comprising  
a tread portion divided into a central region and both side regions,  
at least one rib-shaped main land part formed in the central region and extending substantially in parallel to an equatorial plane of the tire,  
a plurality of main slant grooves extending obliquely from the central region toward each tread end of the tread portion with respect to the equatorial plane to form first slant land parts among these main slant grooves,  
in which each first slant land part forms a continuous ground contact face with the main land part, and has a plane form of approximately a triangle gradually increasing a width of the land part from a side of the equatorial plane toward a side of the tread end,  
and a first auxiliary land part, having such a slope that a height of the land part gradually decreases toward a groove bottom of the main slant groove, is arranged between the rib-shaped main land part and the main slant groove.

15. (Currently Amended) A pneumatic tire comprising  
a tread portion divided into a central region and both side regions,  
at least one rib-shaped main land part formed in the central region and extending substantially in parallel to an equatorial plane of the tire,

a plurality of main slant grooves extending obliquely from the central region toward each tread end of the tread portion with respect to the equatorial plane to form first slant land parts among these main slant grooves,

in which each first slant land part has a plane form of approximately a triangle gradually increasing a width of the land part from a side of the equatorial plane toward a side of the tread end,

and a first auxiliary land part, having such a slope that a height of the land part gradually decreases toward a groove bottom of the main slant groove, is arranged between the rib-shaped main land part and the main slant groove, and is circumferentially bordered along the entire slope by the first slant land parts,

wherein the rib-shaped main land part is integrally united with the first slant land part.

16. (New) A pneumatic tire comprising:

a tread portion divided into a central region and both side regions,

at least one rib-shaped main land part formed in the central region and extending substantially in parallel to an equatorial plane of the tire,

a plurality of main slant grooves extending obliquely from the central region toward each tread end of the tread portion with respect to the equatorial plane to form first slant land parts among these main slant grooves,

in which each first slant land part has a plane form of approximately a triangle gradually increasing a width of the land part from a side of the equatorial plane toward a side of the tread end,

and a first auxiliary land part having such a slope that a height of the land part gradually decreases toward a groove bottom of the main slant groove is arranged between the rib-shaped main land part and the main slant groove, wherein:

the slope of the first auxiliary land part joins the groove walls of the main slant groove;

a plurality of slant sub-grooves each extending obliquely from the side region of the tread portion toward the tread end with respect to the equatorial plane are arranged to form second slant land parts among these slant sub-grooves in which a land width gradually increases toward the tread end; and

the first slant land part is integrally united with the second slant land part.

17. (New) A pneumatic tire comprising:

a tread portion divided into a central region and both side regions,

at least one rib-shaped main land part formed in the central region and extending substantially in parallel to an equatorial plane of the tire,

a plurality of main slant grooves extending obliquely from the central region toward each tread end of the tread portion with respect to the equatorial plane to form first slant land parts among these main slant grooves,

in which each first slant land part has a plane form of approximately a triangle gradually increasing a width of the land part from a side of the equatorial plane toward a side of the tread end,

and a first auxiliary land part having such a slope that a height of the land part gradually decreases toward a groove bottom of the main slant groove is arranged between the rib-shaped main land part and the main slant groove, wherein:

the slope of the first auxiliary land part joins the groove walls of the main slant groove;

a plurality of slant sub-grooves each extending obliquely from the side region of the tread portion toward the tread end with respect to the equatorial plane are arranged to form second slant land parts among these slant sub-grooves in which a land width gradually increases toward the tread end;

a circumferential fine groove extending substantially in parallel to the equatorial plane is arranged at a boundary between the first slant land part and the second slant land part; and

said circumferential fine groove has a sectional shape such that a groove width becomes wide at a position of the groove bottom and becomes narrow at a position of a ground contact face of the tread portion.

18. (New) A pneumatic tire according to claim 17, wherein a first joint land part connecting the first slant land parts to each other and having an extremely narrow width is arranged along a groove wall of the second circumferential fine groove facing to the side of the equatorial plane and a third auxiliary land part having such a slope that a land height gradually decreases toward a groove bottom of the main slant groove is arranged between the first joint part and the main slant groove.

19. (New) A pneumatic tire according to claim 18, wherein an angle between the ground contact face of the first joint part and the slope of the third auxiliary land part is within a range of 135-170°.